

FAA Safety Team presents:

Fun Places to Fly in the West

Our speakers this evening will be four SCAPA members who will each share a destination they have enjoyed, along with useful pointers, interesting info and safety advice about the airport and surrounding airspace:

South Lake Tahoe Airport

Downdrafts, density altitude, and possible non standard traffic pattern procedures require special awareness on the part of the pilot landing there.

Pete Sharrock will address these items when flying to KTVL. He has been flying for about 15 years throughout the western US states and British Columbia. He holds commercial and instrument ratings. His Socata Trinidad TB21 is based at KRHV. Pete is familiar with KTVL with his three flights there just this past summer.

Mulegé Air Strip, Baja

Ways to deal with the rugged Baja will be discussed. There is very little ATC, no CAP, no radar. This makes having survival gear, locator beacon, flying with other aircraft, and not flying single aircraft, the rule rather than the exception.

Vikas Kapur will present his experience and advice on flying the Baja. He was bitten by the aviation bug at age 5 growing up on a naval base in Africa. A pilot for 32 years and a USPA-licensed skydiver, Vikas has flown sailplanes and

Event Details

Tue, Nov 8, 2016 - 19:00 PST

Wings of History Museum

12777 Murphy Ave

San Martin, CA 95046



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Representative DICK CHANG

a variety of single engines, now primarily C-172s out of RHV. Vikas is a scientist and engineer in Silicon Valley, having worked at Intel, Cadence Design and start-ups.

Lareto International Airport, Baja

The need for carrying survival gear and preparedness for any eventuality will be the theme here. We will also be introduced to the uniqueness of talking to Mexican ATC, what little there is.

Andy Lutz has instrument and glider ratings with about 1150 hours total time. He has owned three aircraft, including his current plane, a 1978 Grumman Cheetah, based at E16. Andy is a past member of the SCAPA board of directors.

Pine Mountain Lake and nearby Sierra foothills Landing here at 3000 foot elevation requires awareness of density altitude and the faster true air speed. Non towered, with no ATIS, shifting winds, narrow 50 foot runway, wild life on the runway especially near dusk, and a sloping runway surrounded by trees, makes the landing feel like diving into a tub.

Jeff Benzing will address these items that require careful planning and fore thought. He has flown more than 1400 hours, 500 in tailwheel aircraft and most recently focused on backcountry flying in his Carbon Cub. He and his wife split their time

between homes in the South Bay and on the runway at Pine Mountain Lake. He will share info about the aviation community at Pine Mountain Lake and touring the nearby foothills and canyons to discover the many grass and dirt landing strips both on and off the charts.

Directions: Hwy 101, exit San Martin Ave, go west one short block, (from 101 south bound, a very short block) to Murphy Ave, south on Murphy, around the west of E16, look for a sign of the Museum. Overflow parking on Murphy Ave.

A message from the National FAASafety Manager

Invite a fellow pilot to the next WINGS Safety Seminar in your area.

Sign up for the FAA's safety services at www.FAASafety.gov!

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